

Weather: Fair.

**THE WORLD'S**  
Average Circulation for the First Two  
Months of 1894.

**433,167**  
PER DAY.

PRICE ONE CENT.

# SITUATIONS SECURED

**EXTRA.  
2 O'CLOCK.**

**LA BRETAGNE  
OFF THE SHOAL.**

The Big French Line Steamer  
Floated Early This  
Morning.

**THOUGHT TO BE UNINJURED.**

Rumor that the Grounding Was  
Due to a Mishap to Her  
Machinery.

**NO EXCITEMENT ON BOARD.**

Was Moving Slowly in the  
Heavy Fog When She  
Struck.

The French line steamship *La Bretagne*, which ran aground twelve miles east of Fire Island during the fog late last night, arrived at her dock in this city shortly after noon to-day. All on board were reported well, and the steamer, as far as has been ascertained, is only slightly injured, if at all. This favorable circumstance is due to the fact that she poised her nose into the soft, marshy sand.

The steamship was floated shortly after noon this morning, and immediately sailed on her way to this city, owing to the heavy fog, which still hangs over the bay, her progress was very slow, and it was 3:05 o'clock before she crossed the bar at Sandy Hook. At two she arrived at quarantine station, and after remaining there about an hour, continued her trip to the city, sailing up the bay under her own power.

While the cause of the accident was generally attributed to the fog, a rumor was current in the Company's pier that it was due to the disengagement of the steering machinery.

Deck Superintendent C. G. West said two lines were sent to her assistance last night, but owing to the fog they did not get to the stranded vessel before she floated.

Mr. West also said that a despatch from "A. M." was received at the Company's office of Brooklyn early this morning, which read: "La Bretagne found at 4 A. M. His own information on the subject, however, was that she did not get off until high tide, which was about 5:30 o'clock."

There was no great excitement among the passengers who were on board, excepting those who were anxious to know what had occurred.

When the cause of the accident was finally ascertained, the passengers were greatly relieved, and the steamer was soon ready to sail again.

Mr. West said that the strength of the current at that point was insufficient to move the ship, and that he had to wait for the ebb tide to float her.

He said he had such a hold on her power that all efforts to back her off were徒劳.

He added that a bout ashore with a passenger led to the ascent of the Company in New York, notifying them of the accident. None of those in the boat could give any details or explanation of how the accident occurred, but it was thought the strength of the current at that point was insufficient to move the ship, and that he had to wait for the ebb tide to float her.

The news of the accident spread quite rapidly, and a number of persons took boats out across the great South Bay to see the stranded steamer. Fires were lit at several places along the beach, and the scene was very picturesque.

**WHITING IS DEAD.**

Passed Away at His Home This  
Morning.

John Whitling, who died at his home, 200 West Thirty-fourth street, this morning, was a retired engineer.

He had been ill for some time, and had been confined to his bed for the past month.

He had been a member of the New York Engineers Association, and was a member of the American Society of Civil Engineers.

He was born in New York City, and was educated at the Polytechnic Institute. He was a graduate of the University of Michigan, and received his degree in civil engineering in 1865.

He was a member of the New York Engineers Association, and was a member of the American Society of Civil Engineers.

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